

AFFAIRS OF THE RAILWAYS

Central Traffic Association Home-Visitors' Excursions Prove a Failure.

Another Cut in West-Bound Freight Rates—A Busy Locomotive Manufacturing Establishment—Young Men in High Places.

Yesterday was the day fixed for the home visitors' excursions inaugurated by the Central Traffic Association. They have not been a success, owing to the refusal of the Western Passenger Association to co-operate with their Eastern connections in carrying out the plan. General Passenger Agent Ruggles, of the Michigan Central, said yesterday: "For twenty years there has not been a land-seekers' or harvest excursion gotten up by these Western roads. The Eastern lines did not accommodate them with low rates. When they make the first request for low rates, so that some of those people can return to their old homes on a visit, it is refused. The Michigan Passenger Association has already adopted resolutions requesting our Western brethren to desist from asking us to help them out in future."

A Busy Establishment.

The Baldwin locomotive works, at Philadelphia, are building fifty monster freight engines for the Erie road, in addition to a number of lighter engines. Twenty-two of the Erie engines are now on the erecting tracks and some of them are nearing completion, and it is proposed, in addition to other contracts, to fill this by the middle of October. The works now employ 4,922 men, run all departments ten hours per day, and a portion twenty-four hours. The works are now turning out an average of three engines a day. The buildings, twenty-three in number, cover fourteen acres of ground. The horse-power employed is 4,400, the consumption of coal 840 tons per week, consumption of iron and steel 500 tons per day, furnishing power to drill presses, punching-machines, shears, cranes and lighting. Twenty-two dynamos are required, and the number of electric lights in service is 2,500. In the erecting-shop are nineteen tracks, capable of accommodating four engines on each track. The lightest engine the works ever built was 3,100 tons, the heaviest 16,600 tons. Last year there were 940 locomotives built at the works, and this year that number will be exceeded. The works were established in 1851 by Matthias W. Baldwin, and since that date over 13,000 locomotives have been built by the works, 38 per cent. of which were built in the last ten years. Thus far the works have built 1,141 engines for export. Since established the company has never had a strike or any dispute with its employees as regards wages. A large per cent. of the employees are well educated and experts in the special departments in which they are employed. The works are now full of orders, and among other engines, are building a number of locomotives of the compound type for passenger service.

Not All Old Men.

An impression prevails that a majority of the executive officers of the great railway systems of this country are men advanced in years. While there are quite a number over sixty, a much larger per cent. are under fifty, as is shown by a glance at the following statement of ages of the more prominent railroad officials of the present day: Jay Gould, fifty-four; President George B. Roberts, of the Pennsylvania, fifty-seven; Cornelius Vanderbilt, forty-seven; William K. Vanderbilt, forty-one; President Chauncey M. Depew, fifty-six; President Sam Sloan, of the Lackawanna, seventy-three; President Fowler, of the Ontario & Western, forty; President King, of the Erie, fifty-four; Robert Garrett, forty-four; Vice-president H. Walter Webb, of the New York Central, forty; C. P. Huntington, sixty-nine; Leland Stanford, sixty-two; President Allen Mayhew, of the Atchafalpa, fifty-four; Calvin S. Brice, forty-six; Gen. Samuel Thomas, fifty-one; John H. Inman, forty-two; President M. E. Inalls, of the Big Four, forty-nine; President Charles F. Clark, of the New York, New Haven & Hartford, fifty-five; and Henry Villard, of the Pennsylvania, fifty-nine. The average age of the railroad men of the "big" railroad men of the country.

Another Cut in Rates.

The rate war on west-bound traffic between the New England sea-board and Northwestern points continues. The Northern Steamship Company, operated by the Great Northern railway, announced yesterday the following lake-and-rail rates from Boston and company points to St. Paul and Minneapolis, in effect Sept. 23: First class, 42 cents; second, 37 cents; third, 30 cents; fourth, 25 cents. These rates are 3 cents lower than that just put into effect by the National Dispatch line via Sarnia. Considerable curiosity is felt as to whether the latter line will make a further reduction and whether the Canadian Pacific and Soo lines will again slash the all-rail rates. Certainly the Chicago-St. Paul roads will make no attempt to meet this sort of competition.

Railroad Officials Indicted.

M. Knight, general traffic manager, and S. B. Knight, general freight agent, of the Wabash railway, and M. B. McClellan, manager at Kansas City of the Lehigh & Wabash fast-freight line, were indicted yesterday by grand jury for conspiracy in violation of the interstate-commerce law. They are charged with giving rebates on freight bills to large shippers.

Wabash Receivership Delayed.

The Journal's Legation correspondent says: The Wabash Railroad Company today appealed from the action of the Cass County Circuit Court in appointing a receiver for the Lehigh & Wabash. This action stays the receivership proceedings until the Supreme Court passes upon the question.

Personal, Local and General Notes.

The Vandavia is building model depots of Gothic style of architecture at Stunton and Marshall.

The Chicago & Eastern Illinois will soon be in the market with thirty-five passenger coaches, part of them to be of the class to accommodate suburban travel.

Travel over the Vandavia yesterday, east-bound, was so heavy that train 20 was run in two sections. On the first train there were 192 passengers; on the second, 180.

S. R. Ball, formerly private secretary of the United States Senator from the Lake Erie & Western, now with the Standard Oil Company, is with his wife visiting friends in the city.

In Eastern railroad circles an impression prevails that the Western Union & Great Northern's affairs are straightened out and the property will be found to be under the control of Jay Gould.

The large number of home visitors who were in the ticket-scalpers' offices yesterday selling the return part of their tickets indicates that a considerable number expect to remain in Indiana and Ohio.

Negotiations are pending which will probably result in the American Express Company doing the express business on the Chesapeake & Ohio road, which is now done by the Adams Express Company.

The Cincinnati, Hamilton & Dayton and the Chicago & Erie railroad companies have formed a traffic alliance which will be of great advantage to both interests, enabling them to develop a north-and-south line.

Contractor McGuffey has just completed a new depot at Kokomo for the Lake Erie & Western, which is commodious and an ornament to the city. The structure is 132 feet long by 36 wide, with ample platform room.

Last week the Chesapeake & Ohio placed in service on the mountain division two large ten-wheel passenger engines. They weigh 145,000 pounds and it is expected they will haul ten cars up any grade on the road and make time.

The annual report of the New York, New Haven & Hartford road for the year ending June 30 is out. It shows that the pas-

senger earnings of the line were \$6,640,086, the freight earnings \$4,533,630. During the year \$1,885,000 were disbursed in dividends to stockholders, and there remains in the treasury for distribution in the same way \$57,000.

The Central Traffic Association, after considerable dilly-dallying, has decided to recognize the Elkhart fast-freight line, and a standard of differentials has been established which is very satisfactory to the promoters of the line.

With the rolling stock purchased thus far this year by the Pennsylvania lines there are in service on the entire Pennsylvania system a total of 98,537 freight cars; 52,220 are in service east of Pittsburgh and 46,317 west of the city.

The ticket agents who went to Yellowstone Park, three weeks ago, on a pleasure excursion, are beginning to arrive home, and report having a grand time. On Thursday last, where they were, it snowed all day. A. D. Perry, who was of the number, states:

In the Railway Service Gazette, last issue, appears a well-written article by D. Shaw, third deputy auditor of the United States Treasury. For a quarter of a century Mr. Shaw was in the service of the Bee-line, and his article on train service is very readable.

A committee of trainmen on the Peoria & Eastern road held a lengthy conference yesterday with General Manager Barnard, discussing the wages and over-time questions. The talk was a pleasant one on both sides and no trouble is looked for over the matters discussed.

The Cincinnati, Hamilton & Dayton people are putting the passenger equipment of the Dayton, Fort Wayne & Chicago road, recently acquired, in good condition, and with this and the more prompt movement of trains, the passenger business is increasing handsomely.

The Erie road is to try the experiment of running second-class sleeping coaches between New York and Chicago, charging a low price for a berth. The result will be watched with a good deal of interest. The cars used will be much after the style of the immigrant cars run on the transcontinental lines, except that they will be better finished.

As a result of the fast run made on the New York Central road last week the Vanderbilt people propose to put on a train between New York and Buffalo, the schedule of which will be sixty miles an hour, which will be the fastest scheduled regular train in the world, it is stated. Oct. 1 is named as the probable date of putting on the train.

A Pennsylvania Company official says that there is not the least ground for the report that that company is negotiating for the control of the Kentucky and Indiana bridge. This bridge is not worrying them, as the earnings of their own bridge were never more satisfactory, though the steady increase in business since the new bridge was opened, it having effected their revenue but little.

The rumor that ticket collectors were to be taken off the Big Four line, between Cincinnati and Cleveland, so disturbed the conductors that they took means to inform the management that they preferred that the ticket collectors be continued in the service. When they were first placed on this division some of the conductors were so indignant that their treatment of the collectors were such that the general officers reprimanded them.

The Collect syndicate, which recently purchased the control of the Chicago & Ohio River road, is looking about to raise the money to extend it from its present northern terminus to Gilman, Ill., where a connection is made with a branch of the Wisconsin Central road, over which the Chicago & Ohio River road has got into Chicago. This will also give D. J. Mackey a line into Chicago for his Peoria, Danville & Evansville road, which will be direct.

The Pittsburgh, Fort Wayne & Chicago company is expending a large sum of money in cutting down grades and straightening curves in Ohio. The company is also doing a good deal in lengthening its side-tracks, so constructing them that they can be used as second tracks whenever the road is double-tracked its entire length, which will probably be next year. It is proposed to make the eastern division of the Fort Wayne road one of the best on the Pennsylvania system.

What will be the future of the Peoria & Eastern road, formerly the O. E. & W., is still a matter of speculation. It is thought that M. E. Ingalls is a man who will not hold long on the road, if there is a heavy drain on it, annually, and when business is good, under the most favorable circumstances the road cannot afford its operating expenses and fixed charges, and six inches in width, ten feet long, and the superintendent of motive power of the road, who has been with it the last thirty years, states that one of the parallel rods of this description broken, which is remarkable, as several hundred engines are in service on this system.

So frequently do painful accidents occur through the breaking of parallel rods on locomotives that the following statement is one of interest: The Old Colony road has for twenty years past built its own locomotives, and has used for parallel rods iron three-eighths of an inch in thickness and six inches in width, ten feet long, and the superintendent of motive power of the road, who has been with it the last thirty years, states that one of the parallel rods of this description broken, which is remarkable, as several hundred engines are in service on this system.

The stopping of the payment of commissions on the sale of tickets by a number of important roads has been a serious blow to the ticket agents, who are so small as to be scarcely noticed by the public. For some years past the annual dues for membership in the ticket agents' association have been \$25. At the recent meeting the question was sprung, and caused a lengthy discussion, in which the position was taken that the commissions paid were so small as to be compared with former years that a reduction in annual dues for membership was necessary, and so strong was the feeling in the matter that hereafter \$10 dues, instead of \$25, will be paid.

Amusements.

"Mr. Potter of Texas" is increasing in favor with the audiences at English's, last night's being much larger than that of the opening performance. The production is one of much strength and as vivid in its way as Gunter's novel. Comedy and melodrama are admirably mixed in this dramatization, which furnishes an enjoyable entertainment. There will be a matinee to-day and the usual evening performance.

Blue Jeans' packed.

"Blue Jeans" packed the Grand last night and started down the river. The popular play bids fair to have even a better week than marked its first engagement, and is strong with the feeling in the matter that hereafter \$10 dues, instead of \$25, will be paid.

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Merged Into One Brotherhood.

CHICAGO, Sept. 22.—The Order of Railway Telegraphers and Brotherhood of Telegraphers in Chicago were amalgamated to-day. The action was taken in accordance with the decision of the national convention of the first named body, at St. Louis last Monday.

BILIOUSNESS, constipation, torpid liver.

BILIOUSNESS, constipation, torpid liver, cured by Dr. Miles' Nervine and Liver Pills. 50 doses 25c. Samples free. Dr. Miles' Medicine, by mail 25c. MILES MED. CO., ELKHART, IND.

CARPETS, LAMP CURTAINS, WALL-PAPERS, HOLLEUMS, DETAILES, FLOORING, PAINTS, GLAZES, AND STAINED GLASS.

Agency for S. C. Johnson's Parquetry Flooring and Borders. Estimates furnished.

THEY DID NOT WANT HIM

An Alsatian Spy Forced to Leave a Secret Meeting of the Priests' Verein.

Patriotic Sentiments Expressed by Speakers at the Meetings of the Various German Catholic Societies Held at Buffalo Yesterday.

BUFFALO, N. Y., Sept. 22.—A decided sensation was caused to-day by the entrance effected into the secret meeting of the Priests' Verein by Father Zurcher, of Buffalo, a non-member, who has severely criticized the association, calling it "un-American." The printed programme of the congress announces that the sessions of the Verein are open to bishops and priests without distinction. Father Zurcher's avowed purpose in taking advantage of this announcement was to secure a report of the proceedings in which nothing would be suppressed, particularly if the scheme of Herr Cahenly or similar topics were discussed. Father Zurcher's presence was discovered in short order, however, and proceedings were practically suspended until after some minutes, he withdrew. Members of the Verein said he was not asked to leave and that the objection to Father Zurcher was that it was thought his report would have been malicious, as he is an Alsatian and has shown himself prejudiced, and that in any event his undertaking was unbecoming, as the Verein would furnish sufficient information to the newspapers. Before Father Zurcher's withdrawal from the meeting the chairman, Father Meissner, though not addressing the Rev. Mr. Zurcher directly, took occasion to declare that the Verein was not working to secure German bishops in the United States and that it was not opposed to the German Empire.

Archbishop Kasper, of Milwaukee, whose ecclesiastical promotion in America is justly or unjustly asserted to have been aided by the German Empire, was also present. He opened the German-American Catholic congress by a patriotic address, in which he declared that the Verein was the same as the ecclesiastical organization which had been in existence for many years in Milwaukee. Cardinal Gibbons, who was present, declared that the Verein was not working to secure German bishops in the United States and that it was not opposed to the German Empire.

WEDDED TO AMERICA.

A most dramatic and passionate address was delivered from the cathedral pulpit by Bishop Otto Zardetti, of St. Cloud, Minn. He spoke entirely in German. Germany he likened to one's father or mother, America to his bride. He left Germany and was wedded to America, and to the latter they should adhere. He said they should learn the language of their new country; they were bound also, in gratitude, to remember and love the language of their mother. The bishop closed with a remarkably eloquent tribute to the American flag.

Following the mass, the lay portion of the huge congregation dispersed, and the priests remained to give testimony of their faith.

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Twenty boys to carry papers on Journal route.

Apply at Journal office.

MARRIED THE BEST MAN.

The Young Woman Jilted the Accepted Groom Because He Drank Whisky.

NEW BRUNSWICK, Ga., Sept. 22.—The marriage of Mr. Thorwald Winter and Miss Anderson, at 6 o'clock this morning, is the sequel to a sensation of two weeks ago, when Miss Anderson jilted her lover, E. W. Bingham, because his breath smelt of whisky. Winter was summoned from Paris, where he was on a tour of Europe, to act as best man for the Bingham-Anderson nuptials, and now he becomes the principal.

The preparations for the original wedding were most elaborate. The young woman is a member of one of the wealthiest families in south Georgia, while Mr. Bingham is the proprietor of a large printing house, and has edited various state newspapers. The wedding was to have been a church affair, with little girls as maids of honor and bridesmaids from every social center of the state. Invitations were in great demand, and the preacher was assured of a handsome fee. The bride and groom were to be married at 6 o'clock this morning, and the wedding was to be a grand affair.

YOUNG MEN, PRIESTS AND LAYMEN.

The meeting of young men announced in the congress programme to take place at 3 p. m. was attended by about one hundred and twenty-five delegates. The proceedings were in German. Spectators were freely admitted, but there were few who availed themselves of the privilege. Revision of the constitution was the work in hand, and the chief alteration was the adoption of a provision that the organization should be a lay organization, and that its purposes are to maintain a close fraternal spirit among German Catholic young men, to encourage them in their faith, and to conduct proper social entertainments. Traveling cards are to be furnished to members journeying to distant cities.

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The first business of the open congress of priests and laymen was held this afternoon. Between three and four hundred delegates were present. The proceedings were confined to the election of officers for the congress and the consideration of resolutions which had passed muster as unobjectionable before the advisory board of jurisdiction committee of members of the Verein. The first business of the open congress of priests and laymen was held this afternoon.

HEDGING ON SILVER.

Democrats Are Doing Their Best to Drop Out of Discussion the Money Question.

NEW YORK, Sept. 22.—The advice of Roger Q. Mills, given in his speech in Ohio, on Saturday night, that the silver issue and all other issues should be put to one side, and that the fight this year and next should be made solely on the tariff issue, pleases many Democrats. Senator McPherson is one of these.

Drowned Himself in Niagara.

NIAGARA FALLS, Ont., Sept. 22.—A woman about forty years of age, who arrived at Falls View this morning from Chicago, committed suicide in Niagara river to-day by drowning. On her fingers were four rings, two of them gold band rings, on one of which is the inscription, "Deed to Charles." Her traveling bag contained a railway ticket from Woodlawn Park to Pullman, Ill. Considerable money was found with her. The body is being embalmed.

Criminating Correspondence.

PHILADELPHIA, Sept. 22.—District Attorney Graham to-day gave out to the newspapers the much-talked-of correspondence between Auditor General McCann and Cashier Liversy on the one side, and John Hardley on the other, which, it is

JUDSON C. CLEMENTS,

Urged for the Democratic Vacancy on the Interstate Commerce Commission.

Ex-Congressman McCann, of Maryland, and the other members of the appropriate committee of the Fifty-first Congress, without regard to political affiliations, are urging upon the President the appointment of ex-Congressman Judson C. Clements, of Georgia, as a member of the Interstate Commerce Commission. All of Judge Clements' late colleagues on the appropriations committee are very earnest in their recommendation of Mr. Clements, who is likewise heartily endorsed by many prominent members of the last Congress.

Judson C. Clements resides at Rome, Ga., and was born in Walker county, in that State, Feb. 12, 1846. He was educated in the schools of his native county, studied law at Cumberland University, Lebanon, Tenn., and was admitted to the bar at Lafayette, Ga., in 1869. Mr. Clements was elected to the Seventy-third Congress in 1875, and was elected to the State Senate, and a year later was chosen member of Congress for the Seventh Georgia district, in which he was successively elected for five terms. Last fall he was not renominated. R. William Everett being elected in his stead.

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DAILY WEATHER BULLETIN.

Local Forecasts.

For Indianapolis and vicinity—For the twenty-four hours ending 10 p. m., Sept. 23.—Continued warm, fair weather; nearly stationary temperature.

GENERAL INDICATIONS AND CONDITIONS.

WASHINGTON, Sept. 22.—Forecast till 8 p. m., Wednesday:

For Indiana and Illinois—Fair; southerly winds; no change in temperature; warmer in the vicinity of Chicago, probably followed by local showers and cooler on Thursday.

The weather continues fair in the central valleys and thence east to the Atlantic coast, but local rains are reported from Texas and from the Rocky mountains westward to the Pacific coast. A disturbance of considerable energy is central north of Montana. A secondary disturbance of less energy is central over the Dakotas, attended by cloudy weather. There has been a slight decrease in pressure to the east of the Rocky mountains, but indications are that a decided increase on the north Pacific coast. In the regions north of Montana and Dakota the barometer has fallen three-tenths of an inch during the past twelve hours. Warm and fair weather will prevail generally in the central valleys and lake regions during the next twenty-four hours. Cloudiness will increase, with local rains and slightly cooler weather in the lake regions and in the Northwest on Thursday. Fair weather is indicated for the middle and south Atlantic coast Wednesday and Thursday.

Observations at Indianapolis, Sept. 22.

Time, Bar., Ther., R. H., Wind, Weather, Precip.

7 a. m. 30.22 72 57 51 Windless 0.00
10 a. m. 30.22 72 57 51 Windless 0.00
1 p. m. 30.22 72 57 51 Windless 0.00
4 p. m. 30.22 72 57 51 Windless 0.00
7 p. m. 30.22 72 57 51 Windless 0.00
10 p. m. 30.22 72 57 51 Windless 0.00

General Weather Conditions.

TUESDAY, Sept. 22, 8 p. m.

PRESSURE—No change occurred in the barometric pressure over the country; from British Columbia, Manitoba and Minnesota southward to western Texas and westward low pressure continues; another low area is approaching from the extreme Northwest as the barometer at Calgary, B. C., is 29.65 east of the Mississippi and the lake regions high pressure continues.

TEMPERATURE—Less than 60° is reported from Wyoming, Utah, Colorado and New Mexico; 70° and less from the Rockies southward, the north shore of Lake Superior and Lake Erie northward; 70° and higher along the Atlantic coast; 70° and higher along the Gulf coast west of the Mississippi river, in New Mexico, Colorado, Utah, Wyoming and northern Minnesota.

Too Hot for School.

ST. PAUL, Minn., Sept. 22.—The School Board announces that on account of excessive heat the city schools, including the High-school, will be closed.

Girl Asphyxiated.

CHICAGO, Sept. 22.—Annie Strauss was found dead at her home, 285 Prairie avenue this morning. The room was full of gas, which was escaping from a burner partly turned on. Death was caused by asphyxiation. Miss Strauss returned last night from a visit to friends in Ligonier, Ind. She retired about 10:30 o'clock and it is supposed that being tired and sleepy she failed to turn the gas entirely off.